



פתרון הבחינה

באנגלית

קיץ תשפ"ה, 2025, שאלון 16584:

מוגש ע"י צוות המורים של "יואל גבע"

הערות:

1. התשובות המוצגות כאן הן בגדר הצעה לפתרון השאלון.
2. תיתכנה תשובות נוספות, שאינן מוזכרות כאן, לחלק מהשאלות.





מדינת ישראל
משרד החינוך

סוג הבחינה: בגרות
מועד הבחינה: קיץ תשפ"ה, 2025
מספר השאלון: 16584

אנגלית

שאלון ו' (MODULE F)

הוראות

- א. משך הבחינה: שעה וחצי.
- ב. מבנה השאלון ומפתח ההערכה: בשאלון זה שני פרקים.

פרק ראשון	-	הבנת הנקרא	-	60 נקודות
פרק שני	-	מטלת כתיבה	-	40 נקודות
סך הכול	-			100 נקודות
- ג. חומר עזר מותר בשימוש: אחד המילונים או אחת המילוניות מן הרשימה שבאתר הפיקוח על הוראת האנגלית ובאתר של אגף הבחינות במשרד החינוך.

נבחנים "עולים חדשים" רשאים להשתמש גם במילון דו-לשוני: אנגלי-שפת אימם / שפת אימם-אנגלי.
 השימוש במילון אחר טעון אישור של הפיקוח על הוראת האנגלית.
- ד. הוראות מיוחדות:
 - (1) יש לכתוב את כל התשובות בגוף השאלון (במקומות המיועדים לכך).
 - (2) יש לכתוב את כל התשובות באנגלית ובעט בלבד.
 - (3) יש לכתוב את הנוסח הסופי של מטלת הכתיבה בעמוד 9. אם תצטרכו, תוכלו להשתמש גם בעמוד 10.
 - (4) בתום הבחינה יש להחזיר את השאלון למשגיח או למשגיחה.

הערה: על כתיב שגוי יופחתו נקודות מן הציון.

שאלון: 016584



אנגלית

יש לכתוב במחברת הבחינה בלבד. יש לרשום "טיוטה" בראש כל עמוד המשמש טיוטה.
 כתיבת טיוטה בדפים שאינם במחברת הבחינה עלולה לגרום לפסילת הבחינה.

ההנחיות בשאלון זה מנוסחות בלשון רבים, אף על פי כן על כל תלמידה וכל תלמיד להשיב על השאלות באופן אישי.

בהצלחה!

הזדמנות לעתודה יש פעם חיים. אל תתפשרו עליה.





אנגלית, קיץ תשפ"ה, מס' 16584

PART I: WRITTEN RECEPTION (60 points)

(ACCESS TO INFORMATION FROM WRITTEN TEXTS)

Read the text below and then answer questions 1–9.

REDUCING CAR USE IN CITIES

I In the last few decades, the number of cars on the roads of big cities throughout the world has increased considerably. With high levels of traffic come serious problems, such as the air pollution and the noise pollution that harm residents' health and quality of life. Moreover, after spending hours on the road, people often arrive at their workplace too tired to do their best work. Reducing the use of cars in urban centers has therefore become a major goal for city planners all over the world.

II One way to achieve that goal is the use of congestion charges – fees that drivers pay when entering busy parts of the city. Another method is to create areas, such as city centers, where private cars are not allowed at all. Such measures have already been used effectively in several major cities. However, introducing them is not easy because at first they are met with strong opposition. "Some

objections to these measures come from businesses worried about losing customers who arrive by car," explains sociologist Melissa Benson. "Residents object, too, because people are generally afraid of big changes. For example, car owners don't like the idea of losing their freedom to drive wherever they like."

III However, residents gradually learn that they have a lot to gain. "All well-designed programs must include good alternatives to car use, such as efficient public transportation and wide bike paths for cyclists," says Kevin Rickman, a city planner in London. "Cities with congestion charges invest much of the money they receive in providing such alternatives. It is also helpful to have advertising campaigns, informing residents in advance of the beneficial results of the change – cleaner air, faster transit, and considerable noise reduction. London has used these strategies very

IV Cities might offer residents additional incentives to reduce car use. In Barcelona, for instance, drivers who stop using old, polluting cars get free public transport for three years. Another strategy is to make a car reduction program permanent only after giving residents several months to experience its benefits. This strategy was used successfully, for example, with a program in Stockholm, Sweden, in 2006. The trial period lasted six months. Surveys done before, during, and after that period showed that public opinion shifted sharply from opposition to support.

V In general, urban planners are optimistic about the future of car reduction programs. "It's true that there's often a difficult initial period of strong opposition," says Rickman. "During this time, city planners might modify their plans according to residents' feedback. However, researchers have found no cases of programs that were completely abandoned after this period. So it seems that people eventually learn that car reduction is a very good idea."





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QUESTIONS (60 points)

Answer questions **1–9** in English, according to the text. In questions **1, 3, 4** and **7**, circle the number of the correct answer. In the other questions, follow the instructions.

1. What are we told about the high levels of traffic in big cities? (paragraph I)

- i) In which big cities they are most common.
- ii) How they are being reduced.
- ☒ iii) How they affect people's lives.
- iv) Why they are still increasing.

(5 points)

2. How can car use in cities be reduced? Give ONE answer from lines 6–8.

COMPLETE THE ANSWER.

By using congestion charges.

תשובות נוספות - ראו נספח

(8 points)

3. What does Benson explain in lines 8–13 about the measures used by cities to reduce car use?

- i) What makes them so effective.
- ☒ ii) Why people often oppose them.
- iii) How businesses adapt to them.
- iv) How cities developed them.

(6 points)

4. What do we learn from Rickman about wide bicycle paths? (paragraph III)

- i) Why they are difficult to design.
- ii) Why they are expensive to build.
- iii) Why residents are worried about them.
- ☒ iv) Why cities might build them.

(5 points)

5. According to Rickman, how did London finance its program to reduce car use? (paragraph III)

COMPLETE THE SENTENCE.

The city used the money from congestion charges.

תשובות נוספות - ראו נספח

(7 points)

6. How did London inform residents of the benefits of its new policy? (paragraph III)

COMPLETE THE SENTENCE.

It had advertising campaigns.

תשובות נוספות - ראו נספח

(7 points)





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7. What do we learn about the incentive given in Barcelona? (paragraph IV)

- i) When it was first offered.
- ii) How successful it is.
- iii) Who it is meant for.
- iv) How city planners chose it.

(6 points)

8. How did most people in Stockholm feel about the car reduction program after the trial period?
(paragraph IV)

COMPLETE THE SENTENCE.

They **supported the (car reduction) program.**

תשובות נוספות - ראו נספח

(8 points)

9. According to Rickman, when might car reduction programs be modified? (paragraph V)

COMPLETE THE ANSWER.

After city planners **get residents' feedback.**

תשובות נוספות - ראו נספח

(8 points)





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PART II: WRITTEN PRODUCTION (40 points)

(WRITTEN PRESENTATION)

IMPORTANT: You may use words and/or phrases from the text in Part I.
However, you must NOT copy a sentence or sentences from the text.

Write 100–120 words in English on the following topic.

10. Your city wants to build more bike paths. Do you think this is a good idea?

Write a composition stating and explaining your opinion.

בהצלחה!

Use this page and the next (pages 7–8) for writing a rough draft.



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Write your final version here. If necessary, you may use page **10** as well.

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

אנגלית, קיץ תשפ"ה, מס' 16584

בהצלחה!

זכות היוצרים שמורה למדינת ישראל
אין להעתיק או לפרסם אלא ברשות משרד החינוך



נספח

שאלון 016584

(MODULE F)

תשובות אפשריות נוספות

שאלה 2:

- ...creating areas where private cars are not allowed at all.

שאלה 5:

- ... used congestion money.

שאלה 6:

- ... advertised the program.

שאלה 8:

- ... feel happy.

